

Louisville Democrat.

WEDNESDAY, JAN. 25, 1857.

Social Affairs.

READING ON FIRST PAGE.

The reader will find upon our first page this morning The Maiden's Prayer. The Noble Revenge—interesting to the Ladies—An Editor in Heaven—and other items of interest worthy a general perusal.

By the politeness of Mr. McWhorter, we had a view of his Stereoscopic Landscapes, and we commend them to the lovers of art cordially. The views of scenery surpass anything we have ever seen. They reveal the very beauties of natural scenery that are hidden from the naked eye.

VARIETY CONCERT.—We have been informed that Signorina Mario Bertini will give one of her variety concerts, at Mozart Hall, next Tuesday evening. We have also been informed by one in whom we place great reliance, that her vocal abilities are of the very highest order; and, as she desires to locate in Louisville if she can meet with sufficient encouragement, we trust the concert will be well attended by the beauty and fashion of the city.

ACCIDENT AND EXHIBITION OF INHUMANITY. As a lady, with her market basket on her arm, was passing along Third street yesterday morning, she lost her footing upon the ice on the sidewalk and fell upon the pavement, receiving severe injury by the fall. A party of men (?) standing near by seemed to enjoy the mishap hugely, which they had the bad taste to exhibit by laughing in the presence of the unfortunate woman.

PERSONAL.—Our excellent friend, Mr. C. M. Metcalfe, of the Spencer House, Cincinnati, was in the city yesterday. Although quite young he is one of the most popular hotel keepers West. His whole business life has been spent in that line. The Spencer House, under the management of Messrs. Pratt & Metcalfe, both formerly of Louisville, is the headquarters of Kentuckians in Cincinnati.

NOT TO BE OVERLOOKED BY THE UNDERWRITERS.—The underwriters, with a posse of laborers, proposed to take the freight from the Susquehanna yesterday, but the Captain opposed them, and peremptorily refused to accede to their wishes. In case of loss caused by the break-up, it will be a question whether the insured would be able to recover upon their policies.

An enterprising gentleman from the other side of the river made a proposition to the owners of the boats now at and near Union to cut a channel, and safely harbor all of them near the city, for the sum of three thousand dollars. This offer was rejected, we understand. The undertaker would have a hard row to hoe.

THE COLD TEMPERATURE.—E. Moriam, the New York meteorologist, commonly known as the "clock of the weather," says that in a period of six consecutive years the temperature in but one December was lower than the late one, and that was in the year 1796. What about January, Mr. Clerk?

The mail packet Superior is now well guarded against the ice. At a great expense the company has encircled her hull with heavy timber, which, no doubt, will prove of sufficient strength to protect her from serious damage, as we learn from her engineer, Paul Houston.

David Shelly, who had the difficulty with the boys Monday afternoon, in a snow-balling affair, was before the Police Court yesterday on a charge of carrying concealed weapons. He was held to bail in the sum of \$100 to appear and answer to the charge.

We acknowledge the receipt of a prospectus for a new Democratic paper, to be commenced on the 6th of February next at Canton, Trigg county, Ky., entitled the SOUTHERN WEEKLY YEOMAN—MORRIS, J. S. Spiceland & Co., proprietors.

Miss Dora Shaw.—We are informed that this lady is recovering—but slowly—and that she hopes to be able in two or three days to receive the visits of her friends. Her hurt is a very severe one, but we believe not now considered dangerous.

For keeping out snow and water, and giving a fine polish to leather, we have never seen anything equal to the Water-Proof Polish Blacking, sold by Raymond & Patten. Persons who do business out of doors would do well to try it.

An elderly gentleman, named Robt. Crawford, was materially injured last evening, by slipping and falling upon the icy sidewalks, near the corner of Bullitt and Water streets. He was cared for by Mr. T. Hall.

Capt. William H. Lytle, one of the Democratic guns of Cincinnati, has been sojourning in our city for the last few days. He is here on professional business. The Captain enjoys a high legal position at the bar.

HEAVY ICE IN THE MISSISSIPPI.—The Memphis Bulletin, of the 23d, says it never observed such heavy ice in the Mississippi before. The river at that point had the appearance of being frozen entirely across.

Some of our police officers are complaining about the dullness of business. We hope, for the credit of our city, that they will continue to enter complaint. It speaks well for the morality of Louisville.

The wharf, from one extremity to the other, presented an animated appearance yesterday. Persons that could be seen running to and fro were about as thick as bottle-fills in summer time.

A private family, living in a pleasant neighborhood, within a few minutes walk of the Post-office, has a room unoccupied, which they will let, with board, if desired. Inquire at this office.

DEATH OF A REMARKABLE MAN.—George William Doern, father of Philip Doern, Esq., publisher of the Louisville Enquirer, departed this life, in this city, yesterday morning, in the sixty-seventh year of his age. In many particulars, the deceased was a remarkable man. In early life, he was a subject of the Prince of Nassau, Germany, and was transferred as a soldier, by his King, to the command of Lord Wellington, under whom he fought gallantly in the battle of Waterloo. He was in many other military engagements, and always held the character and bearing of a true soldier.

It is a notable fact, that the deceased preferred a strong taste for carrying daily newspapers, and although his pecuniary circumstances did not render the arduous employment at all necessary, he disregarded the remonstrances of his friends, and insisted upon taking his daily morning round to the very last. In that vocation he was remarkable for accuracy and promptness; indeed, it may be said that he made newspaper-carrying a science. Most of our up-town citizens will recall him to mind—for he appeared a striking picture as he appeared in the street, in his antique but characteristic dress—with his cane under his left arm, his subscription-book in his right hand, and his pencil in his right, and his pouch of favorite papers swung across his shoulder.

He affords a study for those who would excel as carriers, for it seemed to be his leading desire to furnish every subscriber with his paper promptly, and then to keep his little accounts accurately. So tenacious was he of the rights of his patrons, and of his own character as a carrier, that he has been known to return to the printing-office from the most distant point on his route, in the most discouraging weather, for a single paper, rather than disappoint a subscriber. It is related of him that, in the last hour of his illness, he demanded his book and pencil, that he might render some trifling accounts with his patrons ere he died.

The deceased died very suddenly, for we saw him in his daily round on Saturday last; and it is thought his dissolution was hastened by exposure to the severity of the recent cold weather. He never knew the pains of sickness until a few hours before his death—never having taken any medicine, and refusing even upon his death-bed to take some proffered antidote. In recording the death of this correct and good man our feelings are touched with peculiar tenderness, for, in his sphere, he was as nearly perfect in all his attributes as we could hope to find humanity.

UNFORTUNATE.—We have referred in several issues of our paper to the precautionary measures of Capt. McCloud and the mate, Martin Dunn, of the Madison. On Monday last those officers made a proposition to the officers of the steamers lying in close proximity, to assist each other in relieving their boats from their present perilous condition, should a sudden movement of the ice take place. The crews of each boat volunteered their labor, with the exception of one, whose commander enjoys the reputation of magnifying a dime to a world-wide circumference, and a dollar bill to the expense of an awning. Such instances are rare, especially when applied to a steamboat captain. The labor would have been equally divided, and no doubt a vast amount of other people's property saved in consequence. As money would not be required in this charitable undertaking, we cannot see why objections should be urged by a single boat's officers. This refusal will prevent other boats from attempting to reach safe quarters.

THREAT.—Mr. Ashner had a crowded house last night, and one of the most delighted audiences we have seen for some time. It was a compliment he merited, for he has labored long and earnestly for the play-goers of this community. In spite of severe hoarseness he played Lysias and Adam Balford well. Hanley's Damon was really great. The Relief Fire Company having sold the largest number of tickets (467) was entitled to the beautiful banner painted by Mr. Ashner, and received for the company by Mr. Wm. Horn. Both delivered short speeches, well received by the audience. The afterpiece went off with fine effect. Miss Walgrave's dance was excellently done, and earned. It gives us pleasure to see the members of the company so complimented, for they work very hard in their profession.

To-night the new play of Capt. Kyd will be produced, with Hanley in three characters. There will also be a dance and a laughable afterpiece. Go and see the new piece.

THE RURAL ALMANAC.—We have from the office of the Genesee Farmer, Rochester, N. Y., a copy of the Rural Almanac for 1857. It is just the thing for every one engaged in horticultural pursuits; and, especially, should it be in the hands of those who enjoy country life within city reach, and who do not understand the planting and management of fruit, flowers, and kitchen gardens. It contains many useful hints and suggestions, and is worth four times its cost, being only 25 cents per single copy.

THE HOUNDS GREETED.—We have from the office of the Genesee Farmer, Rochester, N. Y., a copy of the Rural Almanac for 1857. It is just the thing for every one engaged in horticultural pursuits; and, especially, should it be in the hands of those who enjoy country life within city reach, and who do not understand the planting and management of fruit, flowers, and kitchen gardens. It contains many useful hints and suggestions, and is worth four times its cost, being only 25 cents per single copy.

THE DANKOON PRISONERS.—There are now living in Marshfield upwards of fifty of this veteran band, most of them in comfortable circumstances. One of the most interesting of these prisoners was the late Mrs. Mary Ann, who was immured within the walls of Dankoon, which was considerably more than belonged to any other town or city in the Union. No other town contributed more to the glory of our arms in both wars.—Boston Post, 21st inst.

His numerous and attached friends in this city will be deeply pained to learn that Hon. C. K. Drew, Senator from Vanderburgh county, was taken home on Saturday by the information that a daughter eleven years of age was dying from injuries received by her clothes taking fire. In this deeply afflictive dispensation, Mr. Drew has our sympathy, and that of all acquainted with him.—Indianapolis Journal, 26th.

THE RIVER.—The news from all points above (for which see appropriate head) is most cheering. There is every prospect now of a general break-up. The river rose slightly yesterday.

A curiosity in the shape of a calf with two heads, six legs, and two tails, can be seen on the steamer Fred Tonn. As it is merely a stuffed one, no charges are made for admission.

NEW HEARING.—Wm. Wenzel, who had been fined for selling liquor to slaves, upon application was granted a new hearing by Judge Johnson yesterday.

To the indefatigable agents of Adams & Co.'s Express we are daily indebted for packages of papers from the North, East, and West.

The citizens of Henry county, Ill., are taking steps to erect a bridge across the Illinois river at that place.

CONTINUED.—The investigation of a peace warrant was continued by the Police Court yesterday.

Thanks to W. A. Putnam, Esq., for a Cincinnati Enquirer, of yesterday.

BAILED OUT.—N. T. Price was bailed out of the work-house yesterday.

A DOG THIEF.—Our statistics have no reference to the punishment of canine species of larceny, will not prevent us from giving publication to an item that came under our observation yesterday afternoon. A business gentleman, while walking along Market street, was foolish enough to permit a pair of fine gloves to protrude from his side overcoat pocket. A knowing misfit dog, doubtless thinking it imprudent to allow these hand-coverings to remain in so dangerous a place, stealthily relieved the owner of his property, and hastily made off for his master's store. The robbery was discovered in time to recover the property, but not without exciting the ire of Mr. Mastiff. As arrests in this case would have been unnecessary, policemen were scarce. When dogs are taught to steal, it would be difficult to define what some men would be guilty of.

The report that appeared a few mornings since in the most of our city papers, that Ed. Martin, a mate on the river, had dislocated his neck by falling into an unprotected cellar, appears to be a mere fabrication. He admits that he reached the bottom of a cellar, in returning from work, and requests us to state that his neck is as good condition as ever, and that he is as willing to work as the most prominent working man. He did not lose a day from the hour of the accident.

THE WEATHER.—The thermometer stood several degrees above the freezing point yesterday, and the general thaw continued. The atmosphere cooled considerably in the afternoon, however, and thin ice made last night.

SPRINKLING IN PENNSYLVANIA.—In the city of Philadelphia, a few years since, Rev. Mr. Harvey, the Methodist minister once in charge of the congregation in that place, became infected with the wild and visionary notions, so prevalent in this day, that he was seized with convulsions with the spirits of the deceased now had through the agency of various persons called mediums. Mr. Harvey became a teacher in the Wyoming institute, and in consequence of running wild upon the subjects of spirit communications, he was cast out of his office, and persisting in his error, he was deposed from his own account, connecting his religious services with spirit rappings. Quite a number of persons in that region were carried away with the excitement. Some of the most devoted members of the Methodist churches became advocates and practitioners of this species of demagoguery.

But, recently, one after another have become convinced of the error of their ways; and, finally, Mr. Harvey and his principal followers have come out in a card and owned their conviction that what they had been doing was a delusion. One poor girl, who seems for a livelihood, was persuaded that she was the spiritual wife of the great Napoleon. The spirits told her that she must dress more richly and elegantly; and she who had been content with plain, appeared in the street, dressed in the most gaudy colors, to the great astonishment of her friends. She was about starting with Mr. Harvey and others for France, when the affair exploded, having been told by the spirits that she must go there.—New York Sun, 22d.

SAD CATASTROPHE.—On the afternoon of Saturday a team heavily laden with flour and pork, while attempting to cross the river upon the ice broke through. The driver, horses and wagon were lost. A person sitting beside the driver succeeded in getting upon the firm ice and was saved. We have heard that the driver is a beginning of a list of similar fatalities. The weather must be not only thawing, but very positively freezing to repair the mere wear and tear of the present immense amount of traveling and freight over the ice.

THE UNDERIGNED, HAVING associated with him William Turner, Chester D. Duval, Charles Turner, and Alexander Duval, will continue to deal in the same manner as heretofore, at the old stand of Bent & Duval, 32 Main street, Louisville, Ky., January 1st, 1857.

A CARD. THE UNDERIGNED, IN RETIRING from business, takes pleasure in recommending to the public the services of his European associate in business, who has been long connected with the confidence and patronage of the community, and is now located at the corner of Third and Main streets, Louisville, Ky., January 1st, 1857.

MR. C. H. BENT, IN RETIRING from our late firm, makes it imperative that all accounts due him should be settled immediately. We have no objection to a receipt being given for the balance due by note or cash account will call for it without delay. BENT & DUVAL.

OUR STOCK IS MOST COMPLETE. We are now receiving a large quantity of goods, and have a complete assortment of all the latest styles of clothing, hats, shoes, and other articles. We are also receiving a large quantity of goods, and have a complete assortment of all the latest styles of clothing, hats, shoes, and other articles.

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Daily Review of the Market.

OFFICE OF THE DAILY LOUISVILLE DEMOCRAT, FRIDAY, JANUARY 25, 1857. TOBACCO.—Sales at the warehouse of J. H. BENT & DUVAL, 32 Main street, Louisville, Ky., on Friday, Jan. 25, 1857. 100 lbs. of No. 1, 12 1/2 cts. 100 lbs. of No. 2, 12 1/2 cts. 100 lbs. of No. 3, 12 1/2 cts. 100 lbs. of No. 4, 12 1/2 cts. 100 lbs. of No. 5, 12 1/2 cts. 100 lbs. of No. 6, 12 1/2 cts. 100 lbs. of No. 7, 12 1/2 cts. 100 lbs. of No. 8, 12 1/2 cts. 100 lbs. of No. 9, 12 1/2 cts. 100 lbs. of No. 10, 12 1/2 cts. 100 lbs. of No. 11, 12 1/2 cts. 100 lbs. of No. 12, 12 1/2 cts. 100 lbs. of No. 13, 12 1/2 cts. 100 lbs. of No. 14, 12 1/2 cts. 100 lbs. of No. 15, 12 1/2 cts. 100 lbs. of No. 16, 12 1/2 cts. 100 lbs. of No. 17, 12 1/2 cts. 100 lbs. of No. 18, 12 1/2 cts. 100 lbs. of No. 19, 12 1/2 cts. 100 lbs. of No. 20, 12 1/2 cts. 100 lbs. of No. 21, 12 1/2 cts. 100 lbs. of No. 22, 12 1/2 cts. 100 lbs. of No. 23, 12 1/2 cts. 100 lbs. of No. 24, 12 1/2 cts. 100 lbs. of No. 25, 12 1/2 cts. 100 lbs. of No. 26, 12 1/2 cts. 100 lbs. of No. 27, 12 1/2 cts. 100 lbs. of No. 28, 12 1/2 cts. 100 lbs. of No. 29, 12 1/2 cts. 100 lbs. 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TRANSPORTATION.

New Albany and Salem R. R. Co.

LOUISVILLE TO CHICAGO \$7.
TRAINS LEAVE NEW ALBANY
 daily (Sundays excepted) at 2:30 a. m., running di-
 rectly through to Chicago, connecting there with a
 train for the west and Northwest, leaving there a-
 fore evening.
 This train connects at Greencastle with Trains
 Terre Haute and Richmond Railroad for St. Louis,
 making the shortest, quickest and cheapest
 route to that point. Connects also at Michigan City
 with trains of Michigan Central Railroad for Detroit

Dunlap, Niagara Falls, and all eastern cities.
 Tickets to all the principal points East and West
 may be had at the office of the Louisville and Portland
 Railroad Co., 352 Main street.
 Passengers by leaving their names there will be called
 for in any part of the city, without extra charge.
 JOHN B. ANDERSON, Superintendent, Louisville, Ky.
 N. STEVENS, General Ticket Agent.

Louisville and Nashville R. R.

ON and AFTER WEDNESDAY
 the 10th inst., the passenger and freight train will


leave the Depot in Louisville at 6 o'clock, A. M., and run up to the junction of the Lebanon branch road, thence up the Lebanon branch to Boston. To return, leave Boston at two P. M., and arriving in Louisville at 6 o'clock P. M.

All persons heretofore shipping to the Rolling Ford Depot are requested to ship to the junction or to Boston.

(Sd.) JAS. F. GAMBLE, Sup't.

Great Northern, Eastern and Western

RAILROAD ROUTE



VIA
JEFFERSONVILLE RAILROAD.
Shortest, Quickest, and Most Direct Route
Indianapolis, Lafayette, Chicago, Des
Galena, Rock Island, Burlington, Cin
nati, Cleveland, Buffalo, New York, Bos
Pittsburg, Baltimore, Washington, Phila
phia, Terre Haute, Vincennes, Evansv
Cairo, Springfield, St. Louis, &c.
THE JEFFERSONVILLE RAILROAD

and is well stocked with superior locomotives and has every facility for making quick time and connections. It is the shortest route, by 25 miles, between Louisville and Chicago, and is the only rail route from Louisville to St. Louis, and from Louisville to Chicago.

Two Trains daily (Sundays excepted) to Indianapolis. One train daily (Sundays excepted) to Cincinnati.

FIRST TRAIN—Indianapolis Express leaves Louisville at 6:15, a. m., and arrives at Indianapolis 11:20, a. m. **Second**—Indianapolis Express leaves Louisville at 11:20, a. m., and arrives at Indianapolis 5:00, p. m.

INDIANAPOLIS RAILROAD for Lafayette, Chicago, Detroit, etc.; with the Terre Haute and Richmond roads for Terre Haute, St. Louis, etc.; with the Indianapolis and Bellefontaine, and the Indiana Central roads, for Wheeling, Pittsburg, Baltimore, Wash-

SECOND TRAIN—Cincinnati Express will Jeffersonville 2 a. m., and arrive at Cincinnati 4 p. m., making close connection with trains on the Miami and Cincinnati, Hamilton and Dayton and Columbus, Dayton, Cleveland, Evansville and New York, Boston, Pittsburgh, Philadelphia, Wheeling, Washington and Baltimore.

THIRD TRAIN—Leaves Jeffersonville at 3, arrives at Indianapolis 5:50 p. m., connecting the evening with the Indianapolis and Lafayette and Indianapolis and Chicago, Chicago and Norfolk, Norfolk and Richmond and Richmond and Washington for the West, the Indianapolis and Bellefontaine and Indiana C. R. for the East.

Time from Louisville via Jeffersonville Railroad.

Indianapolis, 1 1/2 hours;
Cincinnati, 3 1/2 hours;
Lafayette, 7 hours;
Terre Haute, 5 hours;
Chicago, 15 hours;
St. Louis, 17 hours;
Cleveland, 14 hours;
Buffalo, 21 hours;
New York, 26 1/2 hours;
Boston, 10 1/2 hours;
Pittsburg, 19 1/2 hours;
Philadelphia, 30 1/2 hours;
Wheeler, 18 1/2 hours;
Baltimore, 21 hours;
Washington, 31 1/2 hours;
Baggage checked through from Jeffersonville
Indianapolis and Cincinnati.

FRIEDT'S—By a recent arrangement with
 the M. & I. R. Co., the Jacksonville Company now
 has their own Locomotives, Cars, and Conductors,
 to Indianapolis, over the M. & I. R. R. from Ed-
 more, which greatly facilitates the transportation of
 freight. The attention of merchants-shippers Inland
 and East is called to this route, and its advan-
 tages.
 For through tickets and all information in re-
 sults, apply at the office, 262 Main street, Lou-
 isville, S. J. LITTLE, Agent, or at the Depot, in
 Louisville.
 A. S. CROTHLIS, S.
 P. E. SICKLER, Master of Transportation.

Louisville and Frankfort and Lexington
 Frankfort

RAILROADS.

WINTER ARRANGEMENT FOR 1896.

THREE DAILY PASSENGER TRAINS—SUNDAYS EXCEPTED.

ON AND AFTER WEDNESDAY

No. 19th, 1896, trains will run as follows:

FIRST TRAIN.—Leaves Louisville at 7 o'clock, stopping at all regular stations, and arrives at Lexington at 11:50 o'clock, A. M.; connecting at Lexington with stages for Newmarket; at Frankfort with stages for Lawrenceburg; at Louisville with stages for Danville, Lexington, and Newmarket; at Frankfort with stages for Lexington, Newmarket, and Lawrenceburg.

at Lexington with Covington and Lexington Roads for Paris, Falmouth, Covington and Massville, and stages for Winchester, Mount Sterling, Owen, Richmond, Irwin, Nicholasville, Danville, Lexington, and Falmouth, and for the Louisville and Nashville points south. Returning, this train leaves Lexington at 2:30 o'clock, p. m., stopping at all regular stations, and arrives at Louisville at 7:30 o'clock, p. m.; connecting by stage at Paducah for Georgetown, and by stage for New Castle and Shelbyville; and at New Castle, by stage for Louisville at 2:00 p. m., stopping at Hobbs' and Smith's stage grange, and all stations East of Lagrange; and at Lexington at 7:15 o'clock, p. m., connecting by stage for Shelbyville and New Castle; and by stage for Lexington at 7:45 a. m., and by stage for Lexington at 7:45 a. m.

THIRD TRAIN Accommodation—Leaves Louisville at 11:50 o'clock, p. m., in close coaches Jeffersonville and New Albany and Salem Ky. with Indianapolis, Terre Haute, Vincennes, Chicago, St. Louis, Kansas City, Omaha, Burlington, Rock Island, Galena, Dubuque, and principal towns West and South.

corner of Brook and Jefferson streets, Louisville,
no 17 Supt. L. M. A. F. and Lex. & F.
The Shortest and Most Direct Route
East From Louisville.



CENTRAL OHIO
AND
Baltimore and Ohio Rail

BEING THE ONLY ROUTE
which through tickets to
WASHINGTON CITY
can be procured, to which point, as well as to
BALTIMORE,
it is the **SHORTEST, MOST DIRECT, and,**
respect, the **most reliable route.** It is the one
by which purchasers of through tickets to
NEW YORK
are enabled to reach the cities of
BALTIMORE

BALTIMORE,
PHILADELPHIA,
and NEW YORK

at the cost of a ticket to New York only, these business men and travelers for pleasure or information to visit four of the principal cities in the Union cost them *not* as *afforded* by any other route.

In addition to these great advantages, the agents offered to travelers in the prompt and management of trains on this route must not slight; added to which the grandeur of the localities, to be met with in traversing the Erie and Ohio Railroads, can be as *afforded* by any line of travel in the world.

THREE DAILY TRAINS

PASSENGERS GOING EAST from Louisville proceed by the U. S. mail steamers to Cincinnati take the railroad to connect with which they leave Louisville at 10:30 a. m. and arrive in time to connect with either the 10 A. M. or 8 P. M. train of the Little Miami Railroad for Columbus, connecting there with the Central Railroad through Newark and Zanesville for the Ohio, four miles from Wheeling, from there connection with the Baltimore and Ohio is made direct. By the Express Train of this line time from Cincinnati to Baltimore is 26 1/2 hours and to Washington but 2 1/2 hours.

Baggage checked through from Cincinnati to more and Washington city.

For further particulars and information

FOR THROUGH TICKETS.—Apply on board 8. Mail steamers, which leave Louisville every 9 o'clock, or at the office of the Jeffersonville & Little Miami Railroad, or by *Indianapolis, Cincinnati*, and by *Waco*, at the offices of the Miami Railroad, No. 2 Burnett House, second floor of Vine street; No. 17, Gibson Home Building, old office, Southeast corner of Broadway and streets, **OPPOSITE** the Spencer House, or at the

are **LEAVE** Albany, N. Y., at 10:00 a. m. and **ARRIVE** Louisville, Ky., at 10:00 a. m. Jeffersonville Railroad, on Saturdays, arrive in Albany and Washington City on Monday morning at 10:00 a. m. being twenty-four hours in advance, and in Philadelphia and New York **Afternoon** hours in advance of any other route. To obtain the advantages of this route, be sure to get tickets for this route, and not for the other, as on no other route can check baggage through to passengers from Louisville on Saturday in any city on Monday.

At Wheeling, or Benwood, four miles below Wheeling, the passenger takes the superior cars of the Chesapeake and Ohio, which leaves there daily at 7:30 a. m., 4:30 p. m. and 10 p. m. to New York, Washington, Philadelphia, and New York en route close and sure connections to all points.

FREIGHTS—With the largest equipment of boats in the United States, the company is prepared to handle an immense business in the transportation of goods, which are carried with care and dispatch, and at as low a rate as any other first-class line. There is an immediate connection at the wharves and docks of Baltimore with the steamer line to Philadelphia and New York; steamers of Ericsson and P. & W. Steamship Company's Lines, to Canal and New York and Boston; steamers to Norfolk, Chesapeake, Savannah, etc.

For particulars, see freight tariff, copies of which may be had of any of the Forwarding Agents.

WM. S. WOODSIDE, Master of Transportation, Baltimore and Ohio R.R.
JOHN M. SEAR
General Western